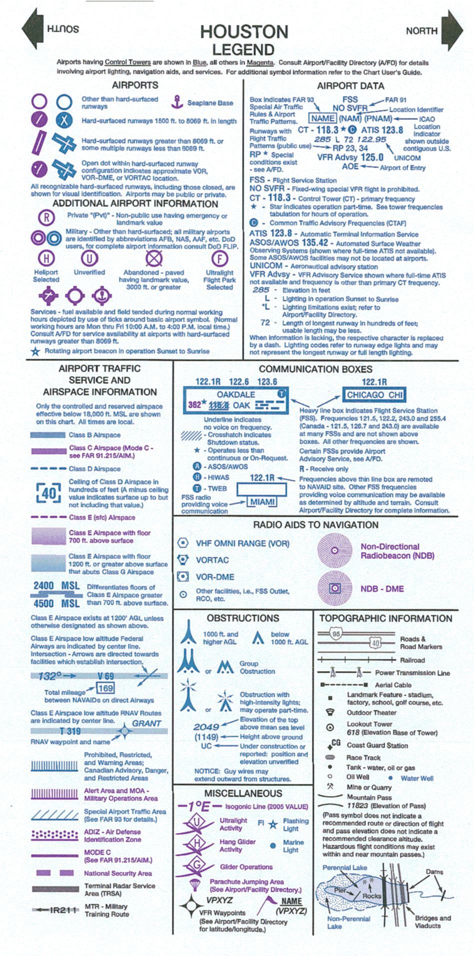


SOUTH ← **HOUSTON** → NORTH

HOUSTON SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

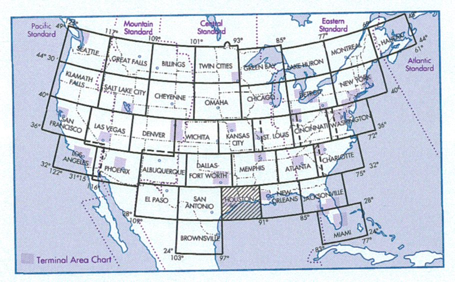
Lambert Conformal Conic Projection Standard Parallels 25°20' and 30°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

85 TH EDITION EFFECTIVE 0901Z 11 MAR 2010
TO 0901Z 23 SEP 2010

Includes airspace amendments effective 11 FEB 2010
and all other aeronautical data received by 14 JAN 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at www.naco.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION



CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet
Auxiliary contours 100 foot intervals

HIGHEST TERRAIN elevation is 773 feet
located at 31°55'N – 95°43'W

Spot elevation . . . . •4254
Approximate elevation x3200
Doubtful locations are indicated by omission of the point locator (dot or "x")

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

773 — See Level

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PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

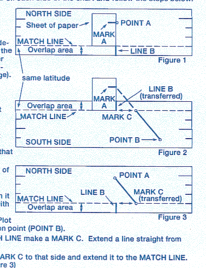


Figure 1
Figure 2
Figure 3

CONTROL TOWER FREQUENCIES ON HOUSTON SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
ACADIANA RGNL	0600-2100	125.0 239.3	121.7		
ALEXANDRIA INTL	CONTINUOUS	127.35 269.2	121.9 372.0		
BATON ROUGE, RYAN	0500-2400	118.45 257.8	121.9	125.2	ASR
CHENNAULT INTL	0600-2200	124.2 290.4	121.65 275.8	120.0	ASR
EASTERWOOD	0800-2100	118.5 284.7	128.7 284.7	126.85	
ELLINGTON	CONTINUOUS	126.05 253.5	121.6 275.8	135.575 269.9	
GEORGE BUSH INTCNTL/HOUSTON	CONTINUOUS	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	124.05	
HOBBY	CONTINUOUS	118.7 256.9	121.9	124.6	
HOOKS MEML	0700-2200	118.4 (W) 127.4 (E) 354.1	121.8 239.0	124.95	
HOUMA-TERREBONNE	0600-1900	125.3 346.3	121.8	120.25	
LAFAYETTE RGNL	0530-2230	118.5 257.8	121.8	134.05	ASR
LAKE CHARLES RGNL	0600-2200	120.7 257.8	121.8	118.75	ASR
LONE STAR EXECUTIVE	0700-2200	124.125	120.45	118.325	
POLK AAF	CONTINUOUS	119.0 257.75	121.8 239.25	134.85 234.3	ASR/PAR
SCHOLES INTL AT GALVESTON	0600-1800	120.575	118.625		
SOUTHEAST TEXAS RGNL	0600-2200	119.5	121.9	126.3	
SUGAR LAND RGNL	0600-2200	118.65	121.4		
VICTORIA RGNL	0700-2200	126.075 257.95	120.525 239.25	119.025	

CLASS B, CLASS C, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
HOUSTON CLASS B	119.7 281.4 (N) 133.6 257.2 (E) 134.45 284.0 (S) 123.8 257.7 (W)	CONTINUOUS
BATON ROUGE CLASS C	120.3 278.3 (W) 126.5 278.3 (E) O/T 126.35 338.25 HOUSTON CNTR	0500-2400 O/T Class E
LAFAYETTE CLASS C	121.1 363.0 (020°-210°) 128.7 268.7 (211°-019°) O/T 126.35 338.25 HOUSTON CNTR	0530-2230 O/T Class E
LAKE CHARLES TRSA	119.35 353.75 (W) 119.8 282.3 (E) O/T 124.7 317.4 HOUSTON CNTR	0600-2200
POLK AAF RADAR	123.7 254.8	CONTINUOUS

O/T indicates Other Times

SPECIAL USE AIRSPACE ON HOUSTON SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

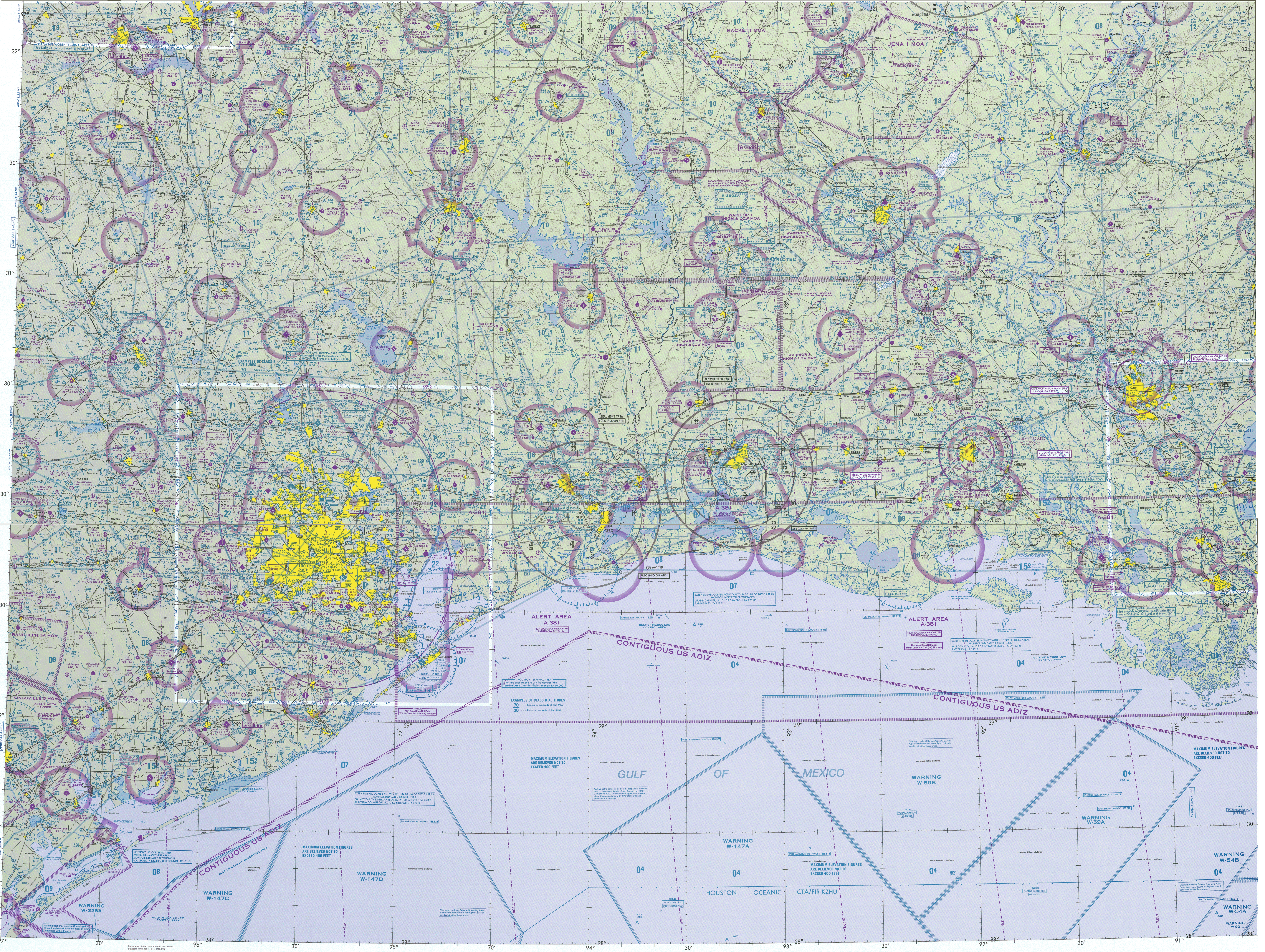
U.S. P–PROHIBITED, R–RESTRICTED, W–WARNING, A–ALERT, MOA–MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-3801 A	TO BUT NOT INCL 10,000	0800-2200 MON-FRI†	FT POLK APP	
R-3801 B	10,000 TO BUT NOT INCL FL 180	0800-2200 MON-FRI†	FT POLK APP	
R-3803 A	TO FL 180	CONTINUOUS	HOUSTON CNTR	
R-3804 A	TO FL 180	CONTINUOUS	HOUSTON CNTR	
R-3804 B	TO 3000	CONTINUOUS	HOUSTON CNTR	
R-3807	TO 15,000	CONTINUOUS	HOUSTON CNTR	
R-6320	TO 15,000	INTERMITTENT BY NOTAM	HOUSTON CNTR	
W-54 A	TO FL 400	0700-2400†	HOUSTON CNTR	
W-54 B	TO BUT NOT INCL FL 240	0700-2400†	HOUSTON CNTR	
W-59 A	5000 TO FL 500	0900-2100†	HOUSTON CNTR	
W-59 B	5000 TO BUT NOT INCL FL 280	0900-2100†	HOUSTON CNTR	
W-92	TO FL 400	0700-2400	HOUSTON CNTR	
W-147 A	5000 TO BUT NOT INCL FL 230	0800-2200	HOUSTON CNTR	
W-147 C, D	TO FL 500	0800-2200	HOUSTON CNTR	
W-228 A	TO FL 450	CONTINUOUS	HOUSTON CNTR	
A-381	TO 2000	SR-SS	NO A/G	
A-632 B	TO BUT NOT INCL FL 180	0700-2400	NO A/G	
A-632 E	6000 TO BUT NOT INCL 9000	SR-2400 MON-FRI; 1400-2400 SUN†	NO A/G	
A-632 F	3000 AGL TO BUT NOT INCL FL 180	0700-2400 MON-SAT	NO A/G	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
CLAIBORNE A	100 AGL TO BUT NOT INCL 10,000	0730-2200 MON-FRI	FT POLK APP	
CLAIBORNE B	10,000	0730-2200 MON-FRI	FT POLK APP	
HACKETT	7000	0730-2200 MON-FRI	FORT WORTH CNTR	126.32 346.25 128.2 269.1
JENA 1	100 AGL TO 5000	0800-2200 MON-FRI	HOUSTON CNTR	
KINGSVILLE 4 & 5	9000	SR-2400 MON-FRI; 1400-2400 SUN	HOUSTON CNTR	
RANDOLPH 1A	8000	SR-SS MON-FRI	HOUSTON CNTR	
WARRIOR 1 HIGH	10,000	0700-2200 MON-FRI	HOUSTON CNTR	120.97 299.6
WARRIOR 1 LOW	100 AGL TO BUT NOT INCL 10,000	0700-2200 MON-FRI	HOUSTON CNTR	120.97 299.6
WARRIOR 2 HIGH	10,000	0700-2200 MON-FRI	HOUSTON CNTR	120.97 299.6
WARRIOR 2 LOW	100 AGL TO BUT NOT INCL 10,000	0700-2200 MON-FRI	HOUSTON CNTR	120.97 299.6
WARRIOR 3 HIGH	10,000	0700-2200 MON-FRI	HOUSTON CNTR	120.97 299.6
WARRIOR 3 LOW	100 AGL TO BUT NOT INCL 10,000	0700-2200 MON-FRI	HOUSTON CNTR	120.97 299.6

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
† – Other times by DoD NOTAM.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.



CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CONVERSION OF ELEVATIONS

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

MILITARY TRAINING ROUTES (MTRs)
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.
Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.
Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.
DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

HIGH DENSITY HELICOPTER ACTIVITY AREA FREQUENCIES

BRAZORIA, TX	123.0
CAMERON, LA	123.05
FREEPORT, TX	123.0
GALVESTON, TX	120.575 VFR 134.45 IFR
GRAND CHENIER, LA	131.05
INTERCOASTAL CITY, LA	122.85
MORGAN CITY, LA	123.05
PATTERSON, LA	122.8
PELICAN ISLAND, TX	120.575 VFR 134.45 IFR
PORT O'CONNOR, TX	131.05
ROCKPORT, TX	122.8
SABINE PASS, TX	122.7

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at www.naco.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Charting Office, ATO-W, SSMC- 4, Sta. #2335, 1305 East West Highway, Silver Spring, MD 20910-3281.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS
The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.
All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.
Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.
Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

FOR PROCUREMENT CONTACT:
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HOUSTON